



Volume 5, Issue 8

Arnold Schwarzenegger, Governor  
Sunne Wright McPeak, Secretary of Business, Transportation and Housing Agency  
Randell H. Iwasaki, Interim Director

August 2004

## Smart Parking To Lessen Driver Frustration

Most cities in the United States and across the world have severe parking problems which, in addition to the high cost that drivers must pay for reserved parking, contribute to roadway congestion, air pollution, and driver frustration.

Just as importantly, a shortage of parking spots at transit stations can discourage potential transit riders, especially in suburban areas where many people are only willing to walk short distances to stations, and where feeder bus service is limited. The parking lots fill up early and many motorists look for a space, but often leave without finding one.

However, a Caltrans grant has allowed University of California (UC) researchers and their industry colleagues to design a high-tech system to allow drivers approaching transit stations to know, real-time, the exact number of parking spaces available at the station. Commuters can then reserve a spot simply by using their mobile phone.

The cost-effective system uses underground sensors that count all vehicles entering and exiting Oakland's Rockridge Bay Area Rapid Transit (BART) station parking lot. The sensors then relay the information



*CMS boards placed on Highway 24 near the frequently congested Caldecott Tunnel will provide real-time information on smart parking space availability.*

electronically, via the Internet, to a centralized computer, which keeps a master tally of available parking.

In turn, the computer relays the real-time information to two changeable message signs that are located on Highway 24 near the station. Commuters in the heavily congested commute corridor near the Caldecott Tunnel will know instantly whether a parking space is available.

In this public/private partnership, the UC researchers are collaborating with BART, ParkingCarma, and the Quixote Corporation to use modified smart parking technology to help manage parking spaces at the Rockridge station.

Beginning next month, the partners will

launch the smart parking demonstration project in hopes of increasing parking capacity and boosting transit ridership.

The research project is intended to evaluate the use of smart technology in trimming congestion while making transit parking more flexible and convenient.

The system also allows travelers to check availability and reserve spaces by cell phone and other electronic communication devices by as much as two weeks in advance.

Researchers will use "before" and "after" surveys and focus groups to evaluate the travel effects, economic potential, and system technology of the field test.

For purposes of the study, BART will set aside 50 parking spaces that had been reserved for mid-day parking. Initially, the majority of spaces will be available for same-day parking (those who see the sign on the freeway and decide to ride BART). The remaining spaces will be for advanced reservations.

In order to participate, BART patrons must notify the reservation system, either in advance via their computer, or with their mobile phone when they arrive in a parking spot.

*Smart Parking continued page 2*

**Smart Parking** *continued*

How would all this work in practice? The following scenarios offer some possibilities.

**Scenario 1**

At 7:45 a.m., a commuter passes the Changeable Message Sign (CMS) on Highway 24 indicating that there are 11 parking spaces available at the Rockridge BART Station. Anticipating an empty space, the commuter exits the freeway to find parking. He follows the signs to the smart parking area. He picks up a flyer describing the program at the BART station. Then, he calls the ParkingCarma reservation number, joins ParkingCarma, reserves a space, and catches the train.

**Scenario 2**

It is 8 a.m. and a commuter is looking for a space at the Rockridge BART Station. All spaces in the free lot are taken. She then notices a flyer at the station describing a program that can reserve a space. She drives into work, accesses the ParkingCarma reservation system through the BART website, makes a reservation and prints out a permit for the reserved day. The following Thursday, she pulls into the Rockridge BART parking facility at 8:30 a.m., parks in one of the designated 50 smart parking spaces, places the smart parking permit on the dashboard, and catches the next train.



*A high-tech electronic device communicates parking lot data to the CMS on Highway 24.*

In either scenario, the BART police check the membership sticker and permit on the car and/or the license plate number to ensure that this commuter has a legitimate reservation for the smart parking pilot program area at Rockridge BART station.

Researchers are hopeful that the system will help harried Bay Area commuters.

Parking is at or near capacity at many of the 31 BART stations with parking facilities. If the field study proves successful, the technology could be expanded to increase capacity at additional BART stations. The potential benefits of smart parking, including reduced traveler delay and increased transit use, make it an attractive land use management option for urban areas that face parking shortages.



*In-ground sensors are used to track vehicles entering and exiting the smart parking lot.*



# Randell Iwasaki Assumes Interim Director Post

## DIRECTOR'S CORNER



*Interim Director Randell H. Iwasaki*

When Governor Arnold Schwarzenegger and BT&H Secretary Sunne Wright McPeak asked me in mid-July to serve as Interim Director, I saw it as an honor, a challenge and an opportunity.

Caltrans is a great organization and I am proud to have worked the past 20 years in a variety of engineering and managerial posts on the district level and in Headquarters. I am proud of what we have accomplished together, and I look forward to leading the dedicated professionals who collectively make this the finest transportation agency in the world.

Meeting California's transportation needs is a big job, but a challenge I believe the professionals at Caltrans are ready to tackle.

The adoption of the new state budget and the release of the California Performance Review (CPR) to remake government represent two important milestones in ultimately providing an improved level of service to transportation users across our state.

Though we still must carefully manage resources, the new state budget signals an improving fiscal picture that will allow us to deliver more desperately needed transportation improvements.

In addition, the administration, along with a united California congressional delegation, is working for increased federal transportation funding that would greatly benefit the Golden State.

The 2004-05 California State Budget provides nearly \$8 billion to maintain and operate the transportation system including the restoration of \$163 million for projects that are specifically designed to improve mobility in the Traffic Congestion Relief Program.

The budget could also provide over \$1 billion for transportation projects through early loan repayments from revenue generated by tribal gaming.

However, even with the prospect of increased revenue in the future, we must continue to remain prudent stewards of those available resources.

In that spirit, Caltrans must strive to become more efficient, responsive and accountable in serving the people of California.

We have a golden opportunity before us. The transportation community and political

decision-makers on the state, regional and local levels are united in embracing the need for change.

The CPR offers an unprecedented opportunity at reforming and revitalizing state government. Caltrans can remake itself, casting aside old and tired processes while embracing new, responsive approaches to providing transportation services.

We have not been waiting, however, for the CPR to begin this process of positive change. The Department has already enacted significant reforms as part of Business, Transportation and Housing Agency Secretary Sunne Wright McPeak's Performance Improvement Initiative (PII) that was a sub-component of the CPR. The PII seeks to transform the Department into an organization that is run more like a business.

Our goal is to put in place an organization model based on best management and business practices producing cost effective products and services that better meet the needs of our customers.

We want to encourage new ideas and better ways to do our job. Your participation is crucial. Over the coming months, we want to hear your suggestions. We have tremendous resources within the Caltrans workforce and the transportation community at large. We intend to make better use of that talent.

The result of this initiative will be a more efficient, streamlined Caltrans that will provide an improved transportation system for the people of California.



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Public Affairs Office  
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1120 N Street, Room 1200  
Sacramento, CA 95814  
(916) 653-5456  
(916) 653-4086 (TTY) or CRS -711



## District 1 Recognized for Supporting Native American Historic Preservation

Caltrans District 1 (Eureka) has been selected as a co-recipient of the prestigious Chairman's Award for Federal Achievement in Historic Preservation for its support of "Following the Smoke," which helps preserve the Native American tradition of basket weaving.

The Advisory Council on Historic Preservation (ACHP) of Washington, D.C., grants the award for exceptional leadership, programs or projects in the field of preservation. Caltrans is being recognized along with the U.S. Forest Service, the Karuk Indigenous Basketweavers, the Karuk Tribe, the U.S. Bureau of Land Management, and the California State Historic Preservation Office.

In mid-July, Caltrans participated in the Passport in Time project at the Northern California Indian Development Center in the Six Rivers National Forest. The project is a volunteer archaeological and historic preservation program to keep the nation's past alive.

District Director Charlie Fielder represented Caltrans in the events. In addition to basket making techniques, participants learned about a wide range of Native American culture — from drum making to a ceremony known as the brush dance.

"Caltrans is active in furthering a government-to-government relationship with Native Americans," Fielder said, noting that 28 of the state's 110 federally recognized tribes are in District 1. "This is one of the ways we can help do that."

Since 1999, Districts 1 and 2 (Redding) have provided three 15-passenger vans to help with transportation.

Held in Humboldt County near Orleans off State Highway 96, "Following the Smoke" invites 25 volunteers from across the country to learn traditional techniques from Native American basket weavers. The volunteers assist the weavers in collecting and assembling material for traditional baskets. The volunteers are selected from a larger pool of applicants for their teaching backgrounds and interest to share the information. This year over 120 applications were received.

"Following the Smoke" refers to the Native American practice of setting fires seasonally as a method of land management. The process traditionally helped to keep woodlands and forest healthy and encouraged the growth of plants needed in basket making, according to a recent article in "News from Native California" magazine.

"Following the Smoke" focused on the plants — the need to respect, care for, and to nurture them. Although the practice is rooted in the past, it remains alive today.

Support of such practices helped the Forest Service, Caltrans and their partners to win the ACHP's attention and approval.

By conferring the Chairman's Award, ACHP recognizes the partners' efforts and "commitment to celebrating and teaching Native American traditions through inter-cultural dialogue and shared activities," said John M. Fowler, the ACHP's executive director.

"By increasing understanding between different cultures, building strong relationships, and opening lines of communication, 'Following the Smoke' participants have discovered that preserving tribal culture and local forests go hand in hand."



## Hollywood has its Oscars. Journalism has its Pulitzers.

In the field of Information Technology, one of the most prestigious prizes is the Computerworld Honors Foundation 21<sup>st</sup> Century Achievement Award. These awards acknowledge innovations that bring significant improvements to people's lives.

This year, the judges reviewed more than 5,000 nominations from all over the world. Of those, 300 were selected as semi-finalists. The list was then pared down to 50 finalists. The panel then picked 11 winners, one each in 10 categories, except for Transportation, which had two winners.

On June 7, the list of winners was announced at a gala, black-tie ceremony in Washington, D.C. Among the winners were Apple Computer, Massachusetts Institute of Technology, and Caltrans, District 4.

Caltrans won in the Transportation Category for developing the Bay Area Incident Response System (BAIRS). This new system promises to become a model for all transportation agencies, not only in California, but quite possibly in the world. Using the latest Geographic Information Systems (GIS) and wireless technology, the system automatically identifies and locates the workers, finds the necessary equipment, and helps dispatch the workers to the accident sites.

BAIRS went on line in July 2003. It could not have arrived at a better time. Despite the downturn in the economy, Bay Area traffic levels remain among the highest in the nation. Even a minor incident can create significant congestion, unless it is cleared quickly and safely.

At the same time, the hiring freeze has left our maintenance departments with fewer workers. If we are to keep traffic moving and avoid bottlenecks, we must make the most efficient possible use of people and equipment.

Before BAIRS, the process of locating and dispatching maintenance crews was a cumbersome, time-consuming affair, particularly after normal work hours. Supervisors often needed to make multiple calls before they could locate the right workers. Under the old sys-

tem, the average time to clear a traffic accident was four hours.

In its first nine months of operation, BAIRS slashed that time to an average of 90 minutes or less for 75 percent of all incidents. Further refinements promise to reduce that figure even more. As a result, Bay Area commuters are spending much less time stuck in traffic.

Best of all, the system is "scalable," that is, capable of expansion. For example: in the future, on-site maintenance managers will be provided with camera-equipped laptops.

The cameras in the laptops will send real-time video to BAIRS, which can then be relayed to the Caltrans Traffic Management Center, as well as law enforcement or medical personnel. In the event of a national emergency, BAIRS will play a major role in the Department's work with the Department of Homeland Security.

The old saying goes, "Time is money." Caltrans estimates that every minute of traffic congestion is worth approximately 15 cents in lost productivity. Over the past nine months, the BAIRS system has saved approximately one billion dollars in lost productivity throughout the Bay Area.

BAIRS has paid for itself, several times over. In time, the system could be adapted for use throughout California, the rest of the United States, and possibly even other nations.

It might be assumed that such an innovative system was developed over a period of years, at considerable expense, by a high-profile software engineering firm.

But in fact, Caltrans personnel designed and implemented BAIRS in about a year, and at very little cost. The design team used off-the-shelf technology, reducing both the time and expense involved. The BAIRS team included members from Caltrans Maintenance, Caltrans IT, Caltrans GIS, CHP, MTC, International Union of Operating Engineers, and Deloitte Consulting.

Little wonder, then, that the team behind BAIRS was asked to take its place among the very best of the very best.

## D-3 Awards Teens Transportation Scholarships

**Marysville** – California Department of Transportation District 3 Director Jody Lonergan announced that Jason Chima of Sutter Union High School and Arlene Chandar of Durham High School have been awarded \$500 scholarships to pursue future careers in transportation.

Both students are recent high school graduates and will be the first recipients of the District's Transportation Scholarship Program, funded in part by Caltrans employees and the California Transportation Foundation. The scholarship program was open to all high school seniors residing in any of the

District's 11 counties who planned to pursue careers in the transportation industry.

Chima, who is planning on attending Chico State University, hopes to pursue a career in civil engineering. Chandar, who dreams of designing cars someday, will attend Butte College and plans to seek a degree in mechanical engineering.

"Both of these students are outstanding," said District 3 Director Jody Lonergan, "and we hope these scholarships can help them pursue careers in transportation. Someday, maybe they could bring their expertise to Caltrans," she added.



# Climbing Expedition Honors Edgar Hernandez

*Editor's note: Suzanne McNaughton, a Caltrans Transportation Engineer (Civil), spent the weekend of June 19-20 attempting to scale Mount Shasta in memory of her former companion, Edgar R. Hernandez, who died in 2002. Hernandez, who suffered liver disease as a result of contracting Hepatitis C, was awaiting a liver transplant. McNaughton hoped to raise at least \$2,000 in donations to the American Liver Foundation. Although she did not make it to the top of the 14,162-foot peak, she considers the trek a success and did meet her fund-raising goal. Following are some of her thoughts as she met the mountain.*

**H**ello, friends and family!

I made it part way up the mountain!

Here's how it all went:

On Saturday morning, June 19, 2004, the climbing team (there were nine of us) met Shasta Mountain Guides at an outdoor recreational clothing and gear shop in the City of Mt. Shasta, where we had picked up our gear the previous day.

Our gear included backpack, sleeping bag, sleeping pad, hard plastic uncomfortable boots, climbing harness, helmet, crampons, ice axe, and trekking poles. Our guides were Tony and Genaro, who each have about 25 years of guiding experience, and Adam and Greg, who have closer to five years of guiding experience.

Funny thing. When Tony is not climbing mountains, he does family counseling and grief work. So I got a mountain guide and grief counselor all in one.

We all drove to the Bunny Flat trailhead (elevation, 6,900 feet) where we put on our boots, got our trekking poles, hoisted our backpacks, took some group "before" pictures, and headed up the initially dry trail to Horse Camp (7,900 feet), maintained by the Sierra Club.



*In memory of her former companion, Edgar Hernandez, above, Suzanne McNaughton attempted to climb Mt. Shasta and raised \$2,398 for the American Liver Foundation.*

Part way up we hit the snow line and were hiking in snow from that point onward.

We set up camp in the snow at Horse Camp, then had a couple hours of snow school. We split into two groups and learned basic winter mountaineering techniques. We practiced the rest step and the cross step on a slope, self-arresting with the ice axe and hiking while roped together. They are precautionary measures in case one of us should slip, to prevent him or her from sliding on down the mountain.

We also tried safe glissading to get us safely and quickly down after reaching the summit. Glissading is where you sit down on the snow and slide down a trail carved by previous sitzmarks; you control your speed with the ice axe.

After snow school, we hiked back to camp, ate dinner, crawled into our sleeping bags in our tents at 6:30 p.m., and tried to sleep. But a combination of concerns kept me awake until 11 p.m. — the early hour, the not-so-comfortable sleeping surface, and

my anxiety about the impending climb.

At midnight we got our wake-up call, as Genaro called out, "You lucky people!" My tentmate Ginny and I turned on our headlamps, which we had mounted onto our helmets before going to sleep, and somewhat swiftly got dressed, crawled out of the tent to the kitchen for a cup of oatmeal, and got geared up.

We strapped our climbing harness, crampons, and ice axe to our backpacks, as we would not be using them for the initial part of the hike. We split into the same groups as we had in snow school.

Genaro's group, with David, Ginny, Tom, Steve, and Manish, and supported by Adam, started hiking at 1:15 a.m. Tony's group, with Chuck, Charlie, Bill, and me, with Greg supporting us from the rear, started hiking at 1:30 a.m. We could see the other groups of hikers ahead, identified by small groups of headlamps. We did not hike by moonlight, as it was a new moon, although the stars were incredibly bright and clear.

*Climb* continued on page 7

*Climb**continued*

We started up a gentle gradient; then we started really climbing, past our snow school location, and I was no longer looking at the stars, only at the boots of the guide in front of me. I was literally following in Tony's footsteps.

I felt pretty good.....had eaten a good breakfast.....felt strong.....was keeping up with the pace.....thought that perhaps I might actually make it up the mountain. Why I would make a prediction about the next 15 hours based on the first 40 minutes of climbing, I have no idea.

Then I started running low on energy. I had to stop to eat an energy bar and drink some water, so Tony stopped the group for a five-minute rest. We continued, I behind Tony again.....was re-energized.....felt strong again.....thought, I can do this.....this feeling lasted about 15 minutes.....I started slowing down, and Greg hung back with me, with Chuck, Charlie, and Bill keeping up with Tony up ahead.

I was dragging and fell to my knees. Greg asked me if I was OK. I said, "yeah," and got up again.....I was going to make it to the summit.....mustn't stop.....kept on a few more paces.....fell to my knees again.....laid there a minute.....looked behind me up at Greg, thinking, "Am I going to be one of those statistics, one of those people I've heard about who have to turn around early?" Can't be.....can't be.

Greg radioed to Tony up ahead, "Suzanne's down." Tony came back down to me, asked me how I was. I didn't know how to respond. I was beat. I really wanted to summit, to realize a goal I'd been working toward, devoted all my energy toward, for two months. My sponsors were counting on me..... I tearfully told him, "I can't keep up."

The guides' policy was that all of their hikers would have a guide, so that if anyone went down the mountain early, a guide would go with him or her. Tony radioed up the hill to Adam, who was with Genaro's group. Adam came down, and we also heard that Bill was turning around.

Meanwhile, I stood up, told Tony, "I need a hug." He acknowledged that Shasta was a tough hill, that marathon athletes don't necessarily make it, that hiking when your body should be sleeping sometimes just takes it out of you. Adam took me and my climbing partner Bill back down to camp. It seemed like a long way down.

I thought what a long way up we had climbed. We talked about the mountain, about how we attempted, how half the people who attempt to summit don't actually make it to the top, how that fraction of the hill that we climbed was an incredible accomplishment, how we raised money for liver research, how we should be proud of what we did.

I didn't feel quite as bad as I did when I first realized I was turning around. I had hiked three miles that morning, climbing 1,600 feet in elevation, and made it to the point known as 50-50 (9,600 ft), the approximate half-way point, in terms of hiking time, between Horse Camp (7,900 ft) and Lake Helen (10,400 ft).

It was daylight by the time Adam, Bill, and I got back to camp, and we all crawled into our tents and did what any normal person does between midnight and 5 a.m.: sleep.

I woke at 10 a.m. to someone talking. Tony had brought Manish down, who was troubled by leg cramps and turned around at Lake Helen (10,400 ft). I hugged them both. I was so glad to see my climbing team. We'd all done so much!

Some time later, Charlie, who had made it to the Red Banks (13,000 ft) and whose asthma had kicked in, came down with a guide from another group. Tom, Steve, Chuck, and their guide, Greg, all reached the summit (14,162 ft) and returned to camp in the afternoon. Joann, who had organized all of the training climbs but couldn't climb Shasta this year because of back troubles, hiked up from Bunny Flat to greet us.

In the late afternoon, we gathered all of the camping gear, including gear left by

David and Ginny, who were climbing with Genaro, so that when they came trudging down the hill, they wouldn't have to worry about packing and carrying anything additional. We headed back to Bunny Flat, which seemed like a long distance, even though it was the easiest part of the climb, and I could not wait to get out of those plastic boots that were digging into my shins.

At Bunny Flat, we redistributed all of our gear and drove back to the Best Western Lodge, where we all had reservations for the night and got to take showers! At 8:30 p.m., we met for our celebratory dinner in Dunsmuir, six miles south of Mt. Shasta City, where I had my first taste of squab.....major yum! David and Ginny joined us later.

David had climbed Mt. Shasta before, and this year the climb was training for Mt. Rainier in Washington, which he will be climbing in July, again for the American Liver Foundation. This was Ginny's first trip up Mt. Shasta, and she summited! Those who summited had hiked a round-trip distance of 17.4 miles with an elevation gain of 6,300 feet.

I slept in a real bed until 9:30 a.m. Monday morning, ate a leisurely breakfast in the dining room while gazing out the window at Mt. Shasta, reflecting on my experience and thinking about Edgar, and headed south to Sacramento. What a fabulous experience it was! I had a tremendous climbing team and support group, and we shared such an adventure together. I love them all! I plan to see all of them again same time next year.

I appreciate the support that all of you have given me. I met my fund-raising goal: I have raised (so far) \$2,398 for the American Liver Foundation in memory of Edgar. And the moral support that you have given and are continuing to give me — the words of encouragement, the pats on the back — have meant so much to me.

With love, hugs, and gratitude,  
Suzanne

On a regular basis, Caltrans employees receive appreciation letters by external customers for outstanding performance. "Hats Off" features some of these well-deserved accolades earned by employees throughout the Department. Keep up the good work! (Editor's note: Letters can be submitted to Robin Witt for possible publishing. Letters may be edited for length and continuity.)

## Editors Note:

### Dear Governor Schwarzenegger:

I would like to take this opportunity to thank three members of your Vidal Junction Caltrans staff — Doug Nordgren, Mike Reeves and Don Wensel — who, as my five year old son put it, "were our Highway Heroes."

On July 4, while traveling to our new vacation home in Arizona, my family and I were west bound on Highway 62 about 45 miles west of Vidal Junction when our rear tire blew out.

For our safety, my two children and I exited our vehicle and were greeted by the emptiness of the Arizona Desert and temperatures well over 110 degrees. I removed my jack and realized the device to lower my spare tire was missing. I attempted to call my Auto Club only to find my cell phone had no reception.

My five-year-old son Erik sensed my controlled panic and started waving at the few passing vehicles in an attempt to get help. About 10 minutes later two orange Caltrans pick-up trucks pulled up behind us.

I humbly explained that I was missing several parts of my vehicle jack. Within minutes Mike, Don and Doug were looking under my vehicle (on the blistering asphalt) assessing the situation. A short time later they had my spare tire on and my family and I were on our way.

My previous experience with Caltrans has been the traffic delays they create on Southern California Highways. These three members of your staff have given me a different view.

As a father of four, and fourth generation native to Southern California, please accept my sincere appreciation. I hope these fine men will be recognized for going above and beyond their duty and for their display of human compassion.

Sincerely,

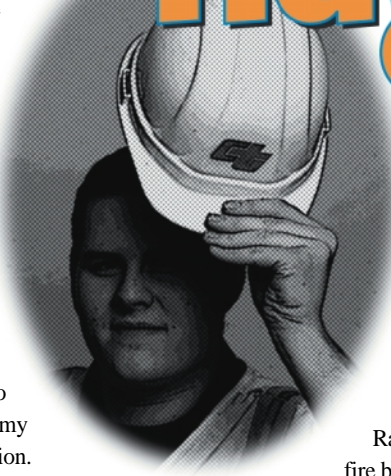
Donald A. Jacobson  
Disabled/Retired LASD Detective  
Upland CA 91786

### Ross Merrill

California Department of Transportation  
Santa Barbara

As you know, the Gaviota Fire that began June 5 ended as a significant fire, which covered approximately 7,500 acres. Through rapid response and professional effort, we had a very positive safety record, excellent communication and a minimal amount of damage.

# Hats Off



I am most pleased that we worked together and did not have to enforce a mandatory evacuation for people living in Refugio Canyon. As in many major incidents, there are many side issues

including the closure of Highway 101 at times, Union Pacific Railroad closure and even the closure of alternate route Highway 154, essentially closing off north-south transit in the area for various time.

Your concerted help in these areas helped to limit damages and potential injuries.

I am very proud that we worked as a single unit to meet our objectives of saving homes in Hollister Ranch and the aforementioned Refugio Canyon. A larger fire back in 1955 grew to 19 times the size of this fire.

Thank you for your commitment and the accountability of your crew and personnel. This was an example of all of us coming together. On behalf of the Board of Supervisors of Santa Barbara County, the County Administrator, the citizens and the firefighters — thank you for your hard work and attention to safety.

Yours in the interest of fire and life safety,  
John M. Scherrei  
Fire Chief

### Dear Ross Merrill:

The California Department of Forestry and Fire Protection, Incident Command Team, 8, the US Forest Service and the Santa Barbara County Fire Department thank you for your assistance during the Gaviota Fire.

The Gaviota Fire burned over 7,400 acres and threatened Highway 101, and the Santa Barbara County.

Your assistance was vital to the multi-agency cooperation that made the quick and efficient suppression of this fire possible. Although the unpredictable nature of the fire forced the emergency closure of Highway 101 multiple times, you were able to immediately respond to the need despite smoky conditions and an overwhelming need for traffic cones.

Unfortunately, the fire destroyed four structures and damaged a major railing trestle, but numerous ranches and homes in South Refugio Canyon, Tajiguas Canyon and other adjacent areas were saved.

We rely on the professional help of our cooperating agencies under time constraints and in stressful situations to make our operations a success. Thank you for your assistance.

Rick Henson  
Incident Commander, IMT 8



# Caltrans Peddles Pedal Power in 'Bike to Work Day'



*District 2 employees participate in Redding Bike to Work Day.*

The Department has actively supported the annual California Bike Commute promotion since 1999, and this year Division of Local Assistance Chief Terry Abbott challenged bicyclists to shift into an even higher gear during the 2004 Bike to Work Day.

During the May 20 event, Headquarters and Sacramento area District 3 employees formed nine teams, with a total of 90 members who bicycled for all or part of their commute on Bike to Work Day.

The Division of Mass Transportation's "multi-modalists" achieved a 31 percent bicycle commuting rate, the highest among the competing Sacramento area teams. Acting DMT Chief Gale McIntyre even purchased a new bike just for Bike to Work Day.

Caltrans district offices also got into the Bike to Work Day spirit. For example:



*Sacramento Area Bicycle Advocates President Lea Brooks and members of the Sacramento Bike Hikers enjoy Bike Fest 2004.*

## District 1:

District Bicycle Coordinator Robert Syverson offered free bicycle tune-ups. Approximately 20 district employees won the award for "Most Employees Present" at the Bike To Work Day rally.

## District 2:

Twenty-four riders gathered at the Lake Redding BBQ area and rode the Sacramento River Trail loop.

## District 3:

The Road Warriors from the Venture Oaks Office took first place in the Sacramento area Large Employer category. Seven members of Team Gateway (Gateway Oaks office) were first time competitors in local Bike to Work Day events.

## District 5:

District staff participated by volunteering at several of the rest stops established for commuters.

## District 11:

Planning staff volunteered at the San Diego County Bicycle Coalition's Old Town Transit Center Pit Stop. The pit stop provided bike tune-ups, water bottles, discount coupons, and energy drinks. Local media provided live coverage.

Bike to Work Day participants are looking forward to more teams with more riders in 2005. For information about the Department's bicycle program, please contact Ken McGuire (916) 653-2750 or David Priebe (916) 653-0036.



# Employee Blood Drive Scheduled for Sacramento Locations

The Caltrans Public Works Association (PWA) will sponsor a blood drive Aug. 23-26 at various locations throughout Sacramento. Volunteers are asked to telephone or e-mail for an appointment.

With an appointment, donors should be able to complete the entire process in an hour. When scheduling an appointment via email or voice mail, specify the place, time and date, and include a phone number. If you are unable to keep your appointment, please notify the chairperson at your location.

Those with special or other access needs are asked to call to discuss accommodations.

"Volunteers play a major role in our drives and are a most valued asset to this organization," said Riley, the event coordinator, who noted that the blood drive needs additional volunteer help. "Without volunteers, there would not be a Caltrans Blood Drive. If you can spare an hour or more, please call or email the chairpersons listed to schedule a time to help," he said.

Riley said that donors need to bring some type of identification — such as a donor's card or driver's license — and to eat breakfast or lunch prior to donating.

Sites and contacts are:

**TransLab**, Aug. 23 from 7:30 a.m. to 11:30 a.m.  
Call Lisa Dobeck at (916) 227-7291 or e-mail  
Lisa\_Dobeck@dot.ca.gov.

**Gateway Oaks**, Aug. 24 from 7:30 a.m. to noon.  
Call Bruce Hartman at (916) 274-6011  
or e-mail Bruce\_Hartman@dot.ca.gov  
or mail to Bruce Hartman at Headquarters, Room 1420

**Gateway Oaks**, Aug. 25 from 7:30 a.m. to 2 p.m.  
Call Bob Riley at (916) 654-4475,  
or e-mail Bob Riley@dot.ca.gov.

**Farmers Market Plaza and Farmers Market III Conference Room**, Aug. 26 from 7:30 a.m. to 2 p.m.  
Call Jean Robins at (916) 227-6228  
or Harley Dabler at (916) 227-6227  
or e-mail Harley\_Dabler@dot.ca.gov

## Exams Schedule

**The Caltrans Examination Office anticipates that the following examination bulletins will have a Final Filing date in August/September:**

Equipment Materiel Operations Manager (Promo)  
Foundation Driller (Open)  
Research Manager II (General) (Promo)  
Research Program Specialist II (Promo)  
Research Program Specialist III (Transportation Economics) (Promo)  
Structural Design Technician II (Promo)  
Structural Design Technician III (Promo)

**The following examinations allow for continuous filing:**

Caltrans Heavy Equipment Mechanic (Open)  
Caltrans Heavy Equipment Mechanic (Promo)  
Deputy Attorney, Caltrans (Open)  
Deputy Attorney III (Promo)  
Deputy Attorney IV (Promo)  
Legal Secretary (Promo)

**The following examinations allow for continuous filing on the Internet:**

Senior Environmental Planner (Promo)  
Senior Right of Way Agent (Promo)  
Senior Transportation Engineer, Caltrans (Promo)

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